

OTHER CUSHING. FEB

Sent 2-25

February 13, 1993


Dear Sir

I am writing in regard to making
Highway 12 from Middleton + Sauk City a 4 lane
road.

gov's budget bill -
candidate for enumeration - recommended by TPC
before 1998

I have been driving this road for 30 years
almost daily and I urge you to support
this project. This road is becoming more
and more dangerous and really
needs to be upgraded to save lives.

02 22 93 MSN537 DCR241

 Bob Cushing
801 Woodland Trl
Prairie Du Sac WI 53578

Sincerely
Robert J. Cushing

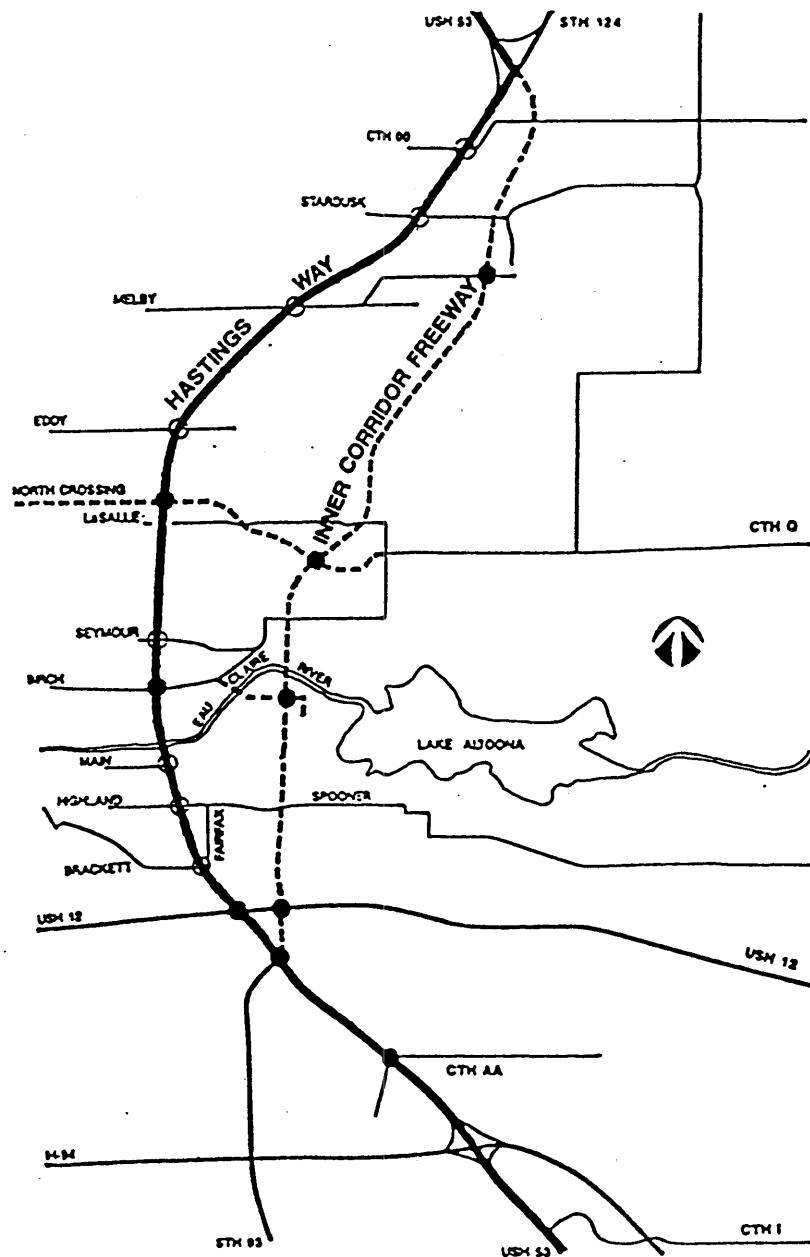
TPC 6-5408

short letter
have supported
it give him time
quiver

Do
file

Why WisDOT Selected the Inner Corridor

MARCH, 1993



Wisconsin Department of Transportation

The need for a USH 53 freeway improvement:

- Reduce existing and future traffic congestion along USH 53 - Hastings Way.
- Reduce existing and future high accident problem on existing USH 53 - Hastings Way.
- Provide a critical freeway link in the State Corridors 2020 highway network to northwestern Wisconsin.

Why WisDOT selected the Inner Corridor:

The Wisconsin Department of Transportation (WisDOT) has selected the Inner Corridor Freeway as the best solution to solve existing and future traffic problems on USH 53 (Hastings Way). This selection is based on extensive study and public comment received as part of the Environmental Impact Statement (EIS) process that addressed traffic benefits, environmental impact, residential, business and agricultural impacts and cost. Some of the principal reasons for selection of the Inner Corridor Freeway are listed below:

- ✓ Construction of the Inner Corridor Freeway would provide the most effective infrastructure investment for solving the existing and future traffic congestion problems of the area.
- ✓ A well-planned, well-managed transportation system is crucial to the economic future of the Chippewa Valley region.
- ✓ The proposed Inner Corridor Freeway will provide a critical link in the Corridor 2020 highway network in northwestern Wisconsin.
- ✓ The Inner Corridor Freeway will allow for a 65 mph freeway speed limit from Chippewa Falls north to Haugen.
- ✓ Construction of the Inner Corridor Freeway would provide the best opportunity for growth of the tax base of the Chippewa Valley region with minimal urban sprawl.



- ✓ The Inner Corridor Freeway does the most to relieve serious and growing traffic and safety problems on Hastings Way. The Outer Corridor Freeway would not provide needed relief for traffic and safety on Hastings Way.
- ✓ The Inner Corridor Freeway provides substantial relief to traffic volumes already exceeding the operating capacity of existing USH 53.
- ✓ The accident rate of USH 53 is already 340 percent greater than the statewide average for urban freeways.
- ✓ The Inner Corridor Freeway will cut the number of accidents projected for the year 2010 in half, reducing annual accident costs by \$2.4 million, about ten times more savings than the Outer Corridor Freeway which is projected to reduce annual accident costs by only \$280,000.
- ✓ The Inner Corridor Freeway requires 227 less acres of woodlands and farmlands than the Outer Corridor Freeway.
- ✓ The Inner Corridor Freeway is consistent with the regional sewer service area and population growth projections prepared by the Metropolitan Planning Organization (MPO).
- ✓ The Inner Corridor Freeway construction area is removed from the Karner Blue butterfly habitat area and would also be less disruptive to a variety of wildlife habitat. The Outer Corridor Freeway passes directly through a Karner Blue butterfly habitat area. This conclusion is based on detailed field reconnaissance and analysis for the Karner Blue butterfly (a federally endangered species).
- ✓ The Inner Corridor Freeway is the shortest construction route (7.5 miles) of the three alternatives studied. In comparison the Outer Corridor Freeway requires 11.0 miles of new roadway construction and a freeway on existing Hastings Way requires 9.5 miles of reconstruction.
- ✓ The Inner Corridor Freeway will reduce vehicle hours of travel time in the project area by more than 32% compared to the Outer Corridor Freeway. As a result, construction of the Inner Corridor Freeway will produce the lowest amount of total area annual vehicle emissions of hydrocarbon, carbon monoxide and nitrous oxide air pollution compared to the other alternatives.
- ✓ The Inner Corridor Freeway does not cause substantial disruption to businesses along Hastings Way.



- ✓ **The Inner Corridor Freeway** provides convenient urban area accessibility with interchanges at Clairemont Avenue, Birch Street, the new North Crossing and the Melby Road/Van Dresser Street area. This is important for businesses, residents and potential economic development in the region. Convenient interchange accessibility is a principle virtue of the Inner Corridor Freeway's ability to attract traffic from the present route.

Based upon public opinion surveys of the Chippewa Valley region and comments received at public information meetings and a public hearing of the USH 53 draft Environmental Impact Study report, area residents recognize that a high traffic volume and safety problem currently exists on USH 53.

The most recent public opinion survey conducted in August of 1991 concluded that area opinion was evenly split at about 30 percent each between construction of a freeway within the inner and outer corridors. This opinion was reinforced at the project public hearing on February 26, 1992, and subsequent comment period where public testimony was evenly divided in support for a new freeway within the inner and outer corridors at approximately 40 percent each. Little support was expressed for a freeway on Hastings Way.

Based upon the need and its ability to best serve the Chippewa Valley region, the WisDOT has chosen the Inner Corridor Freeway for further study and development.



END



END

Town of Hallie

Chippewa County, Wisconsin

From the Office of _____

August 5, 1993

Senator Russell Decker
State Capitol
P.O. Box 7882
MADISON, WI 53707-7882

RE: Highway 53 By Pass

Dear Senator Decker:

The Hallie Town Board has gone on record as supporting the outer by pass. We believe the outer bypass provides the best alternative for the citizens of the Chippewa Valley and the State of Wisconsin. The reasons for supporting the outer bypass are as follows:

The outer bypass truly is a bypass. The original concept envisioned by Governor Thompson was to provide safe, rapid transportation from the southern part of the State to the northern part of the State. We believe the intent of the Corridor 20/20 concept was NOT to create an economic zone or commercial development. A prime example of this concept lies in Highway 53 as it truly by passes Spooner.

Which ever route is finally selected, it is obvious to all that existing USH 53 will require renovation. Again, we believe the intent of the Governor was to eliminate the USH 53 concept that the inner bypass route will create. In Hallie, a proposed interchange at Van Dresser Street will not only impact a wetland, but will route traffic to the Eau Claire Airport down a residential street. The 400 yards between existing USH 53 and the inner bypass will contribute to development that will require additional spending by the town. Will the DOT or DOD help Hallie to upgrade the infrastructure to provide for such growth?

A concern exists for the environment. Green spaces within the urban Eau Claire area are rapidly being depleted as development occurs. Areas that the inner bypass goes through will lose green space as development occurs between the old highway and the new highway. Noise and light pollution will impact residents, thus decreasing the quality of life.

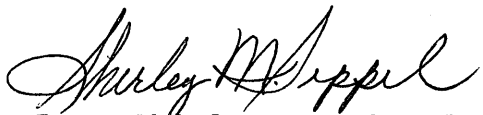
August 5, 1993
Page 2

The Wisconsin DOT and the Director of the Office of Environmental Analyses on the Highway 29 project noted the City of Chippewa Falls well field and did not want to pass too closely thereto. However, the Highway 53 inner bypass goes right by the Town of Hallie well field and there has been no consideration given to this fact. We feel all are not being treated equally.

Finally, a consensus does not exist in the greater community as to which corridor to support. As everyone knows, lack of a consensus will lead to delays or even lawsuits by the affected parties. A look at the Marshfield bypass issue should be enough to give pause to any Legislator contemplating this issue.

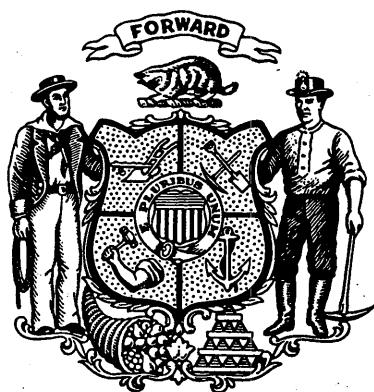
We request this letter be made a part of the record indicating the above reasons for a strong support of the outer bypass.

Written on behalf of the Town Board for the Town of Hallie, Gary Misfeldt, Chairman; Richard Eberhardt, Supervisor; Sheryl Gullickson, Supervisor; and Larry Sommerfeld, Supervisor.

A handwritten signature in cursive script, reading "Shirley M. Sippel".

By: Shirley M. Sippel
Supervisor, Town of Hallie

END



END

PROGRESS REPORT

USH 53 BYPASS RESOLUTIONS

The following municipalities have taken action regarding the USH 53 bypass project in Chippewa and Eau Claire Counties:

PASSED RESOLUTIONS TO SUPPORT THE OUTER BYPASS

Barron County Board
Sawyer County Board
Barron County Highway Department
City of Altoona
City of Barron
City of Chetek
City of Chippewa Falls
City of Rice Lake
Village of Fairchild
Village of Fall Creek

Altoona School District
Fall Creek School District
Town of Cedar Lake, Barron Co.
Town of Chetek, Barron Co.
Town of Hallie, Chippewa Co.
Town of Wascott, Douglas Co.
Town of Fairchild, Eau Claire Co.
Town of Lincoln, Eau Claire Co.
Town of Ludington, Eau Claire Co.
Town of Otter Creek, Eau Claire Co.

REJECTED RESOLUTIONS TO SUPPORT THE INNER BYPASS

Chippewa County Board

Eau Claire County Board

PASSED RESOLUTIONS TO SUPPORT THE INNER BYPASS

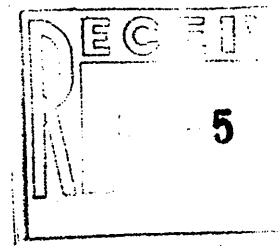
City of Eau Claire
Town of Seymour, Eau Claire Co.

Town of Washington, Eau Claire Co.



SIERRA CLUB

Chippewa Valley Group



November 3, 1993

505 S. Dewey St.
Eau Claire, WI 54701

RE: Highway 53 Bypass

Dear Eau Claire Chamber of Commerce

About two years ago the Chippewa Valley Group of the John Muir Chapter of the Sierra Club stated its position on the Highway 53 Bypass. At that time the Group indicated that its preferred alternative was that the present Highway 53 location be upgraded or reconstructed. This was recommended because it was believed that the present site offered the least environmentally destructive alternative.

The Chippewa Valley Group recognizes that in all likelihood, either the inner or outer corridor alternative will be selected as the alternative to be constructed. Consequently, at this time the Chippewa Valley Group wishes to go on record as favoring the inner corridor alternative.

Although favoring the present site for construction of Highway 53, the Chippewa Valley Group believes that the outer corridor alternative would be the most environmentally destructive of the alternatives. The outer corridor would traverse significant areas of agricultural, forest and recreational land. It would cross areas currently the least disturbed by development and road construction. A significant area of the Eau Claire County Forest would be taken for the right-of-way.

(over)

Additionally, the outer corridor would have large scale effects on water quality and land use in the area of the corridor. Due to the destruction of wetlands, floodplain areas and salt usage and air pollution, the outer corridor would present large scale problems to areas that are now largely undeveloped.

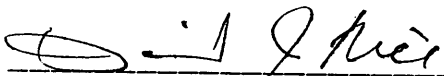
It appears that the outer corridor would not significantly reduce the traffic load on the present Highway 53 site, and therefore either the present Highway 53 site would have to be upgraded or arterial routes constructed.

Therefore, on behalf of the more than 500 members of the Chippewa Valley Group of the Sierra Club, we urge you to support the inner corridor alternative. Thank you very much for your consideration.

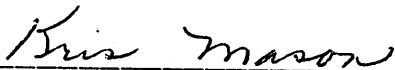
CHIPPEWA VALLEY GROUP OF THE SIERRA CLUB

1701 Fairway

Eau Claire, WI 54701

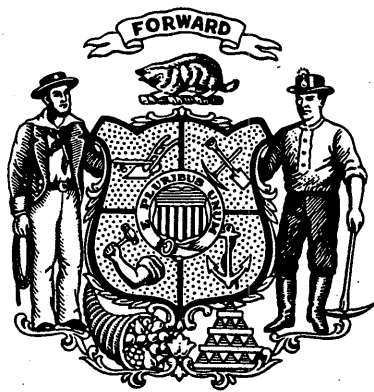


David J. Rice, Co-Chairperson



Kris Mason, Co-Chairperson

END



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CITY OF EAU CLAIRE

RESOLUTION

A RESOLUTION REGARDING THE HIGHWAY 53 FREEWAY PROJECT.

WHEREAS, existing Highway 53 through the Eau Claire area has become highly congested with increasing accidents, and

WHEREAS, this traffic "bottleneck" creates unsafe driving conditions for residents of the Chippewa Valley, as well as motorists traveling to and from northwest Wisconsin, and

WHEREAS, the Wisconsin Department of Transportation (DOT) has determined that the only way to alleviate this problem is to build a new freeway that can effectively move traffic through the metro area, and

WHEREAS, the Wisconsin DOT has selected a location for the Highway 53 freeway and has submitted the final Environmental Impact Statement to the Federal Highway Administration for approval, and

WHEREAS, the issue before the public is whether or not the freeway should be built and is no longer a route location issue, and

WHEREAS, the Highway 53 freeway will serve residents of the Chippewa Valley, providing a freeway with convenient access to the urban area, while also providing a high-speed roadway for those individuals making trips to destinations north of the Eau Claire area, and

WHEREAS, construction of a new freeway through the Eau Claire urban area will allow a 65 mph speed limit on Highway 53 north of the Eau Claire urban area, and

WHEREAS, the project must be enumerated for funding by the Wisconsin Transportation Projects Commission (TPC) before the project can proceed, and

WHEREAS, the Highway 53 project must compete for funding against other transportation projects on a statewide basis, and

WHEREAS, the TPC has indicated that local support for the project must be shown before it will be enumerated for funding, and

WHEREAS, the next consideration by the TPC will occur in 1994, and

WHEREAS, failure to enumerate the project for funding in 1994 will postpone this project indefinitely and cause the funding to be shifted to projects in other areas of the state outside northwest Wisconsin,

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Eau Claire: That the City Council hereby supports the construction of a new Highway 53 freeway to serve the citizens of the Chippewa Valley and the communities to the north of Eau Claire with a freeway standard roadway that will provide for 65 mph traffic outside the Eau Claire urban area, and

BE IT FURTHER RESOLVED that the City Council encourages all area residents to become actively involved in encouraging elected officials at all levels of local, county and state government to move aggressively to secure funding for a freeway project that will improve traffic and safety conditions on the existing Highway 53, and

BE IT FURTHER RESOLVED that the City Council urges all legislative bodies of area communities to support the freeway project and to contact legislators and TPC members to show their support for this project that is absolutely critical to the Chippewa Valley and northwest Wisconsin.

Adopted,

December 14, 1993

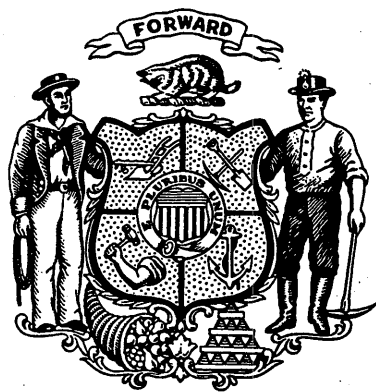
Motion to adopt the resolution.

John W. Morris

Seconded by:

Randall DeMars

END



END



MOMENTUM CHIPPEWA VALLEY

"USH 53 IN THE CHIPPEWA VALLEY" DECEMBER 17, 1993

WHEREAS, The Wisconsin Department of Transportation (WDOT) has submitted to the Federal Highway Administration for approval the final Environmental Impact Statement (EIS) covering the construction of USH 53 as a freeway in the Chippewa Valley, and

WHEREAS, the construction of the Chippewa Valley segment of USH 53 as a freeway will:

- Solve the existing and future traffic congestion and safety problems,
- Stimulate economic development in the Chippewa Valley,
- Provide for the growth of the tax base of the Chippewa Valley with minimal urban sprawl,
- Provide a critical link in the Northwestern Wisconsin freeway network and
- Allow for a 65 mph freeway speed limit on USH 53 north of Chippewa Falls,

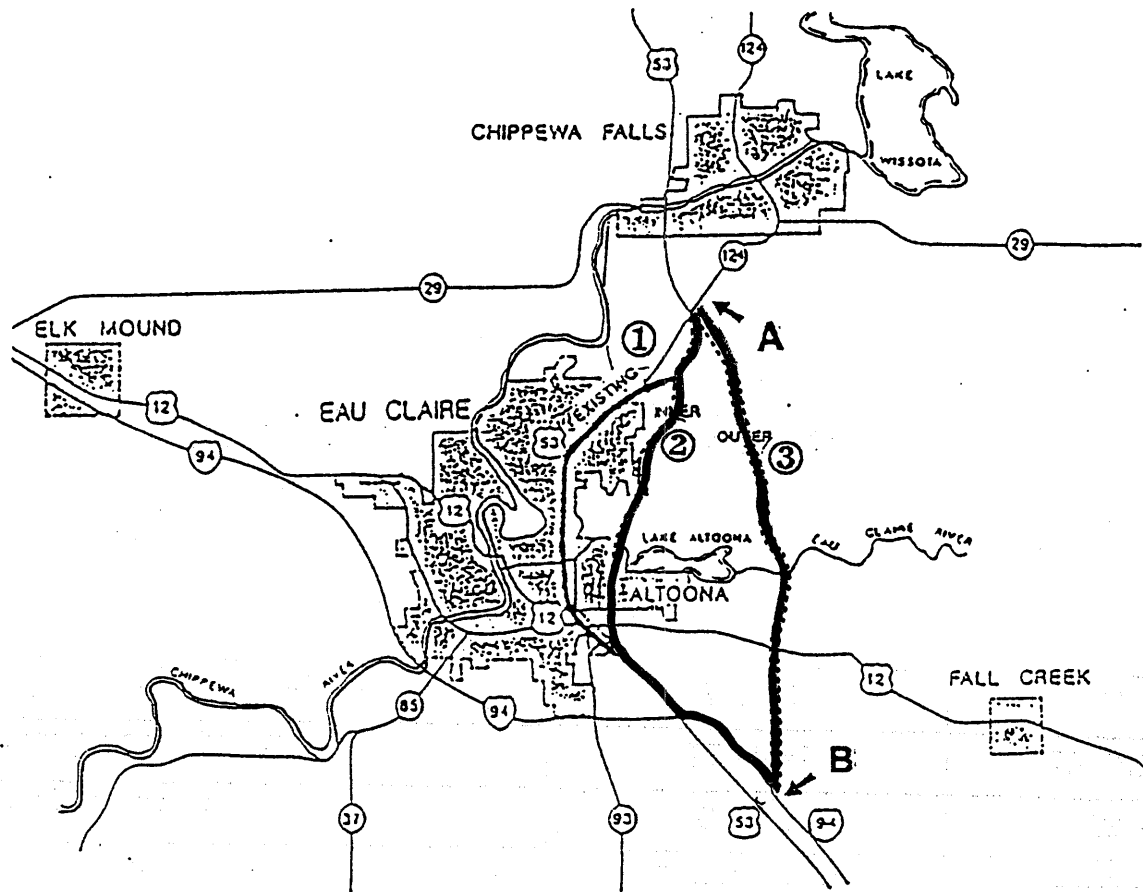
NOW, THEREFORE, BE IT RESOLVED that the Board of Directors of the Momentum Chippewa Valley does hereby:

- Strongly urge that the USH 53 freeway recommended in the final EIS be constructed,
- Request that the Wisconsin Department of Transportation submit the USH 53 to the Transportation Projects Commission for consideration during its 1994 session, and
- Recommend that members of Momentum Chippewa Valley contact their respective local (County and City or Township) government officials soliciting their support for the project both as individuals and through their respective units of government.

WISCONSIN'S BEST WORKING TOGETHER!

USH 53 Bypass Project, Chippewa and Eau Claire Counties

1993
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The map above shows the following:

- ① The existing route of USH 53/Hastings Way
- ② An Inner Bypass route through Altoona and the Townships of Seymour and Hallie
- ③ An Outer Bypass route east of Altoona

SELECTED INFORMATION ON THE ALTERNATIVES		
	Outer Bypass ③	Inner Bypass ②
Estimated Cost	\$68,000,000	\$79,000,000
Posted Speed Limit	65 mph	55 mph
Distance, Point A to Point B	11 miles	12 1/2 miles
Truck Operating Cost (one way)	\$11.00	\$12.50
Number of Interchanges	4, in rural setting	6, in urban setting